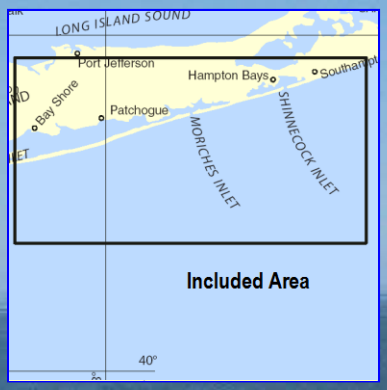
BookletChart™

Shinnecock Light to Fire Island Light

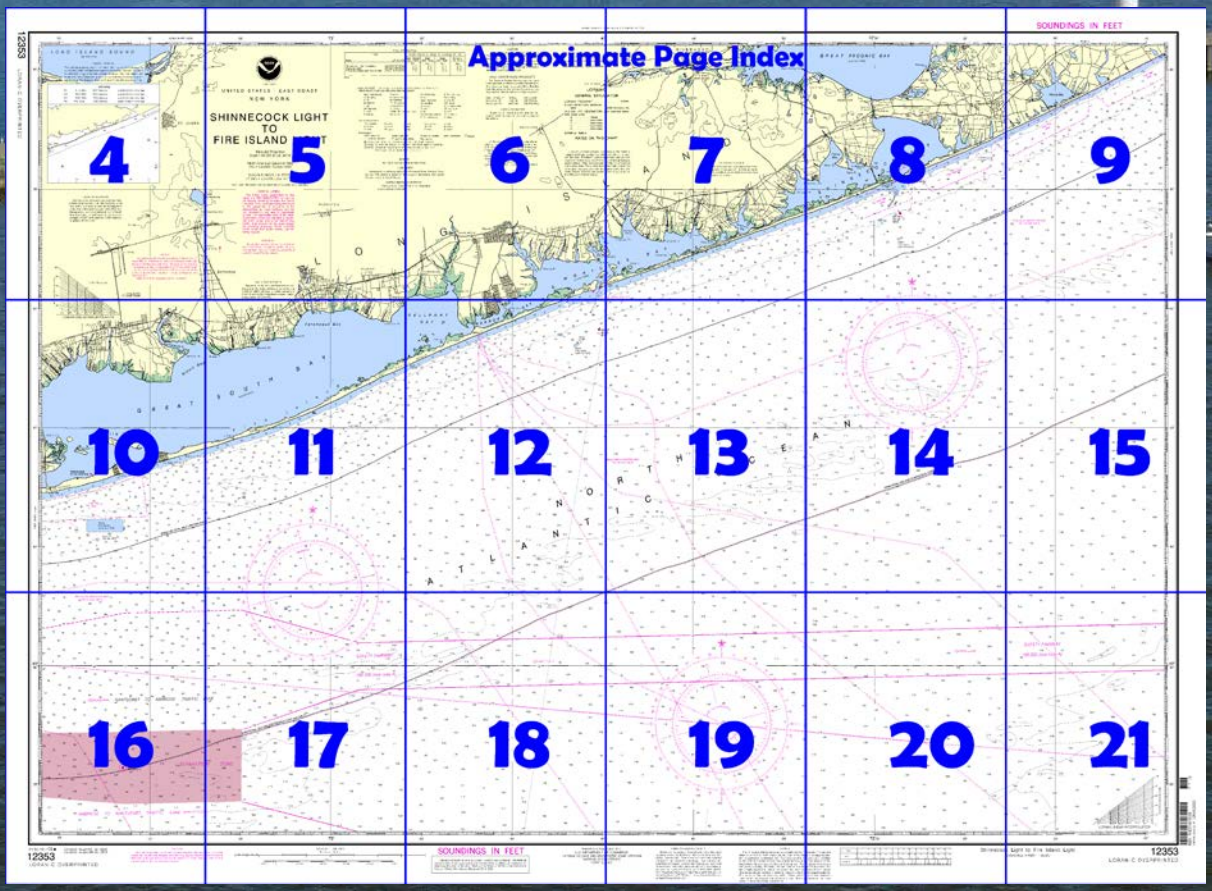
NOAA Chart 12353

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

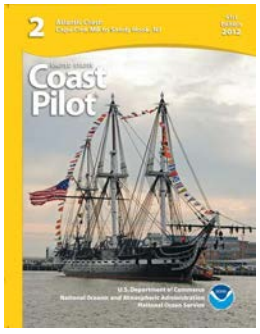
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=2.

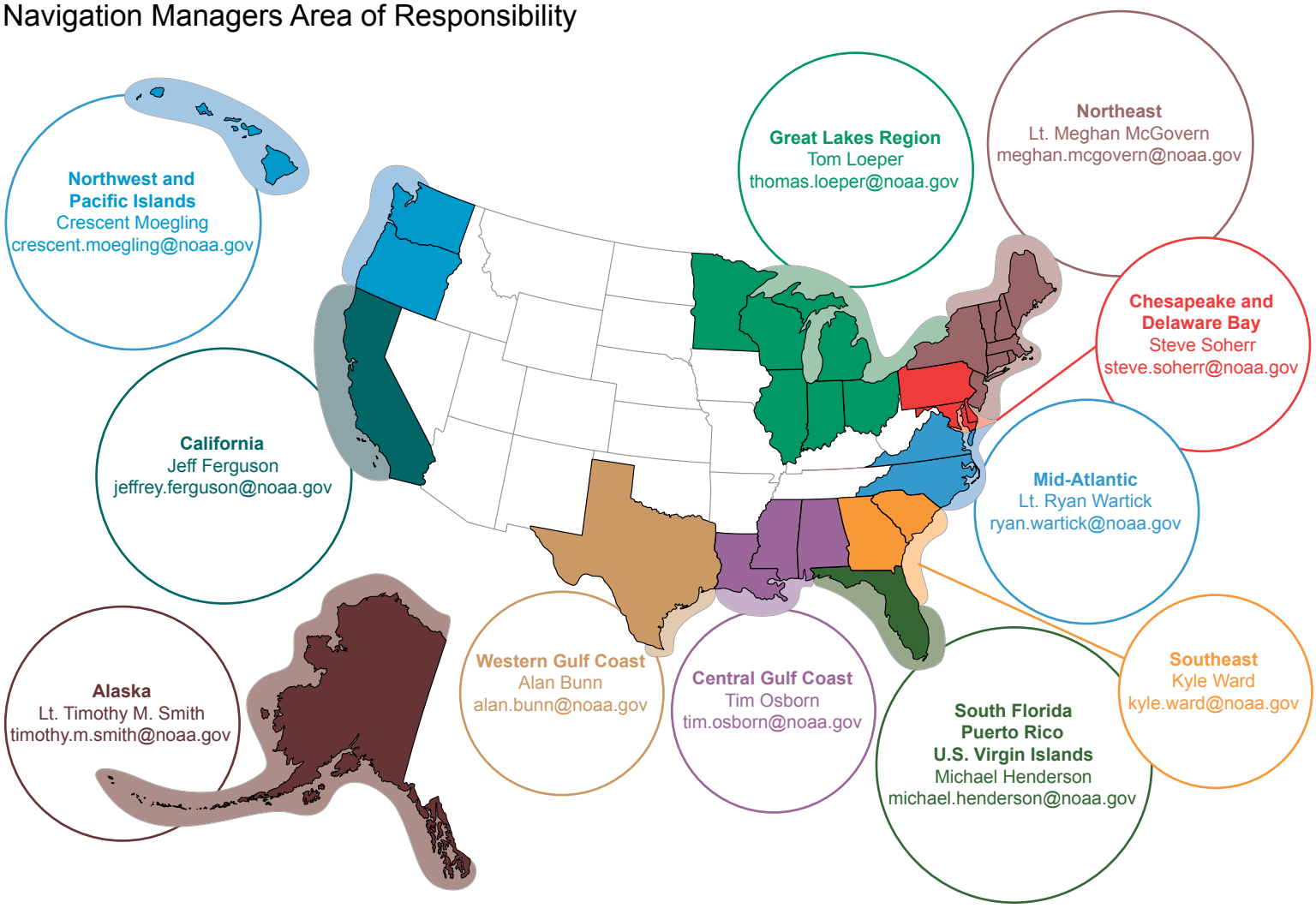


(Selected Excerpts from Coast Pilot)
Shinnecock Canal, 31.5 miles outhwestward of **Montauk Point**, is about 1 mile long and connects **Great Peconic** Bay with **Shinnecock Bay**. The canal is owned and maintained by Suffolk County of New York. It is a partly dredged cut and is protected at the north entrance by two jetties marked by lights. In 1985, the east timber jetty was reported to be deteriorating. Protruding timbers and floating debris may be encountered; caution is advised. A lock about midway in the canal is 250 feet long, 41 feet wide, with a depth of 12 feet over the sills. Tide gates are parallel to and westward of the lock. The lock gates and tide gates are constructed so that tidal action opens them to allow the current to set south through the canal and closes them to prevent water from Shinnecock Bay to flow back into Great Peconic Bay. The lock gates are tended 24 hours and are opened mechanically when the tidal current is flowing northward to allow the passage of boats. Red and green traffic lights are at each end of the lock. Vessels are allowed to enter the lock only on the green signal.
The fixed bridges and overhead power cables across the canal have a least clearance of 22 feet. Mast-stepping cranes are available at both ends of the canal.
A **5 mph speed limit** is enforced in the canal.
On the east side of Shinnecock Canal just south of the jetties is a boat basin in which the depth ranges from 7 to 10 feet. There are several small-craft facilities on both sides of the canal. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)
Hampton Bays, a station on a Class II railroad just west of Shinnecock Canal, is the nearest post office. **Canoe Place**, the settlement at the canal, has gasoline and some supplies. Small craft and fishing vessels berth in the basins along both sides of the canal.
Long Island Intracoastal Waterway.–A Federal project provides for a 6-foot channel from Shinnecock Canal to Great South Bay. The cuts provide an inland waterway along the south side of Long Island. This waterway, from the south end of Shinnecock Canal to a point in Great South Bay opposite Patchogue, a distance of about 29.2 miles, is subject to frequent shoaling; mariners are advised to obtain local knowledge.
Shinnecock Inlet, 31 miles westward from Montauk Point along the south coast of Long Island, is the easternmost entrance from the Atlantic to Shinnecock Bay and the inland water route along the south shore of Long Island. The approach to the inlet is marked by a lighted whistle buoy. The inlet should not be attempted without local knowledge because of the frequent changes in channel depths.
Shinnecock Light (40°50'31"N., 72°28'42"W.), 75 feet above the water, is shown from a red skeleton tower on the west side of the inlet. Lights mark the jetties at the entrance to the inlet, and uncharted buoys mark the channel.
The jetties extend about 120 yards beyond the lights marking them. A fish haven is about 2.4 miles south of Shinnecock Inlet entrance.
Ponquogue Point, low and sandy, is 1.2 miles northwestward of Shinnecock Light. The west channel from inside Shinnecock Inlet enters the Long Island Intracoastal Waterway southeast of the point. The Ponquogue Bridge, a highway bridge crossing Shinnecock Bay at Ponquogue Point, has a fixed span with a clearance of 55 feet.
Shinnecock Coast Guard Station is on Ponquogue Point. An antenna tower, marked by red lights, is also on the point.
Pine Neck, 2.3 miles westward of Ponquogue Point and on the west side of Tiana Bay, is low, flat, and sandy. A shoal extends southward from **Pine Neck Point** and is marked on the south end by a lighted buoy.
About 0.5 mile east of Pine Neck, a privately dredged channel marked by private buoys leads to a basin at **Tiana Beach**, a small summer resort on the south side of Shinnecock Bay.
Weesuck Creek, on the north side near the western end of Shinnecock Bay, is entered through a privately dredged channel that leads to the head of the cove at **East Quogue**. In 1999, the channel, marked by private seasonal buoys, had a reported controlling depth of about 5 feet. There are two boatyards on the west side near the head of the creek. Berths, electricity, water, marine supplies, storage facilities, and lifts to 30 tons are available. The largest marine railway can handle craft up to 65 feet in length; hull and engine repairs can be made.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Navigation Managers Area of Responsibility

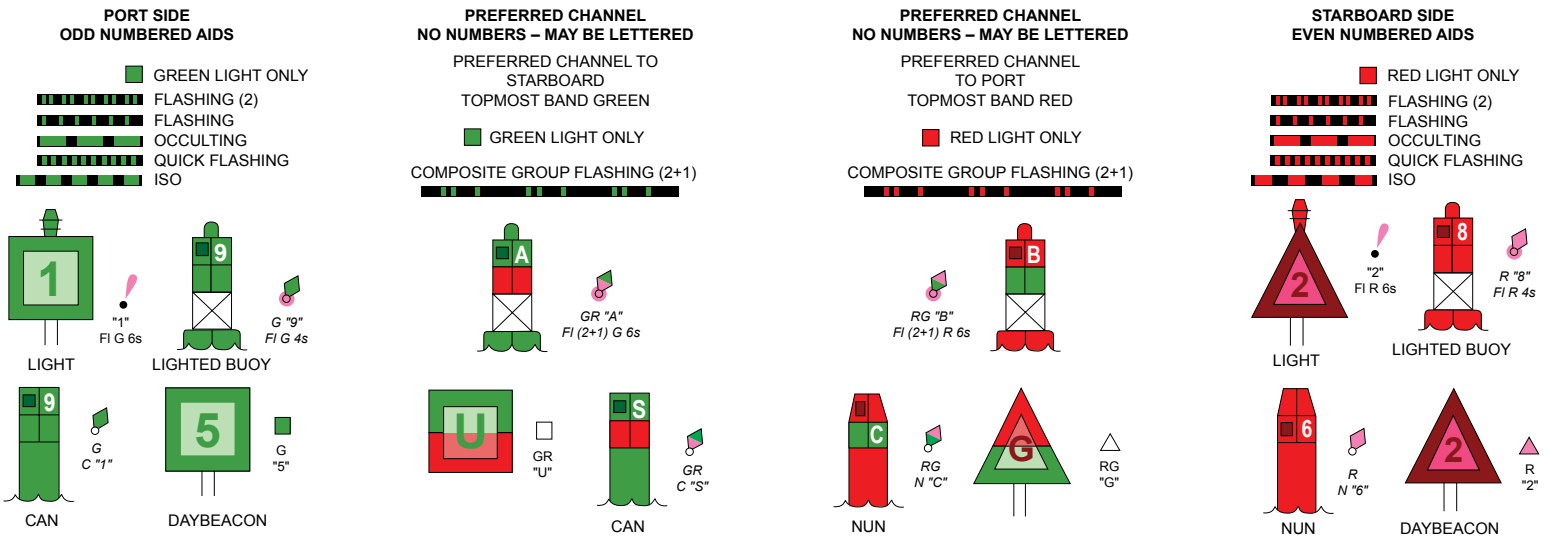


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

SOUNDINGS IN FEET

12353

15' 10' JOINS CHART 12363 05'

55'

50'

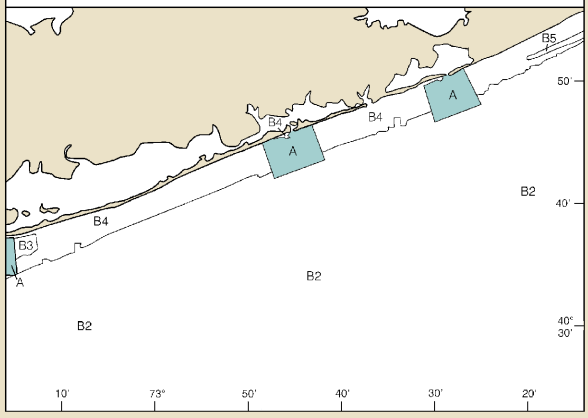
45'

LONG ISLAND SOUND
(use chart 12364)

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2014	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW YORK

SHINNECOCK LIGH TO FIRE ISLAND LIGH

Mercator Projection
Scale 1:80,000 at Lat. 40°39'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

TRAFFIC LANES

The traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors, but are not intended in any way to supersede or alter the applicable rules of the road. Separation zones are intended to separate traffic lanes and to be free of ship traffic, and should not be used except for crossing purposes. When crossing traffic lanes and buffer zones, use extreme caution.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: ——— — ——— —
Submerged piling may exist in these areas.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.
Refer to charted regulation section numbers.

Stony Brook
Sunken Meadow Cr
Porpoise Channel
ST JAMES
Lake Ronkonkoma
Ronkonkoma
Central Islip
AERO Rot W & G
Bohemia
LONG ISLAND COURTHOUSE
ISLIP
TANK
E Islip
BAY SHORE
Champlin Cr
Great River
Connetquot R
W Sayville
SAYVILLE
Bayport
Blue Point
Blue Pt
Brown Pt
Timber Pt
Green Pt
TANKS

Joins page 8

4

Note: Chart grid lines are aligned with true north.

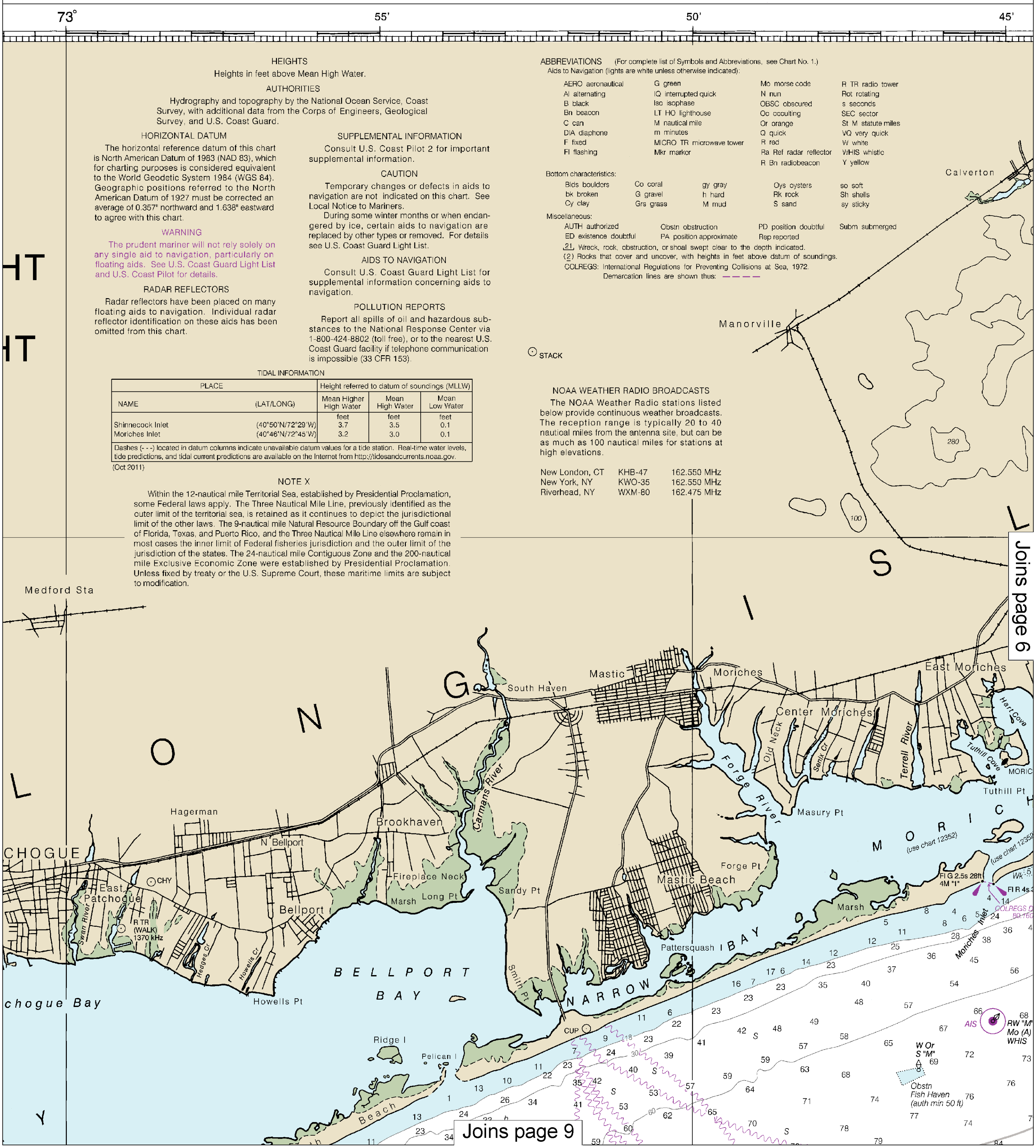
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Formerly C&GS 1214, 1st Ed., Aug. 1913



HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.357" northward and 1.638" eastward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: – – – –

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Shinnecock Inlet	(40°50'N/72°29'W)	3.7	3.5	0.1
Moriches Inlet	(40°46'N/72°45'W)	3.2	3.0	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Oct 2011)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

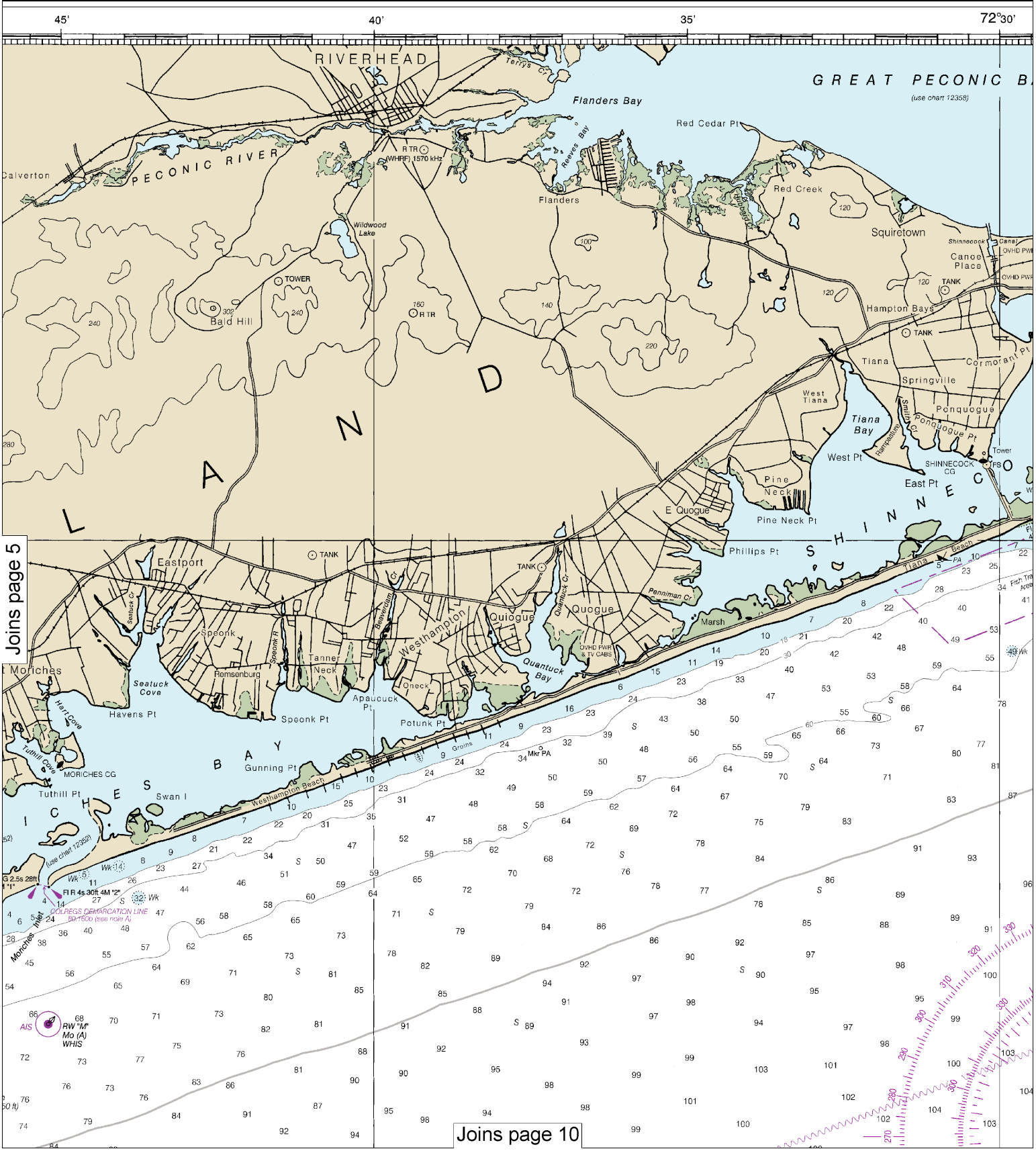
New London, CT	KHB-47	162.550 MHz
New York, NY	KWO-35	162.550 MHz
Riverhead, NY	WXM-80	162.475 MHz

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

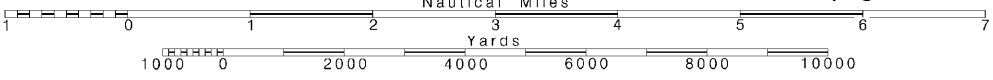
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

3 1214, 1st Ed., Aug. 1913 C-1935-414 KAPP 701

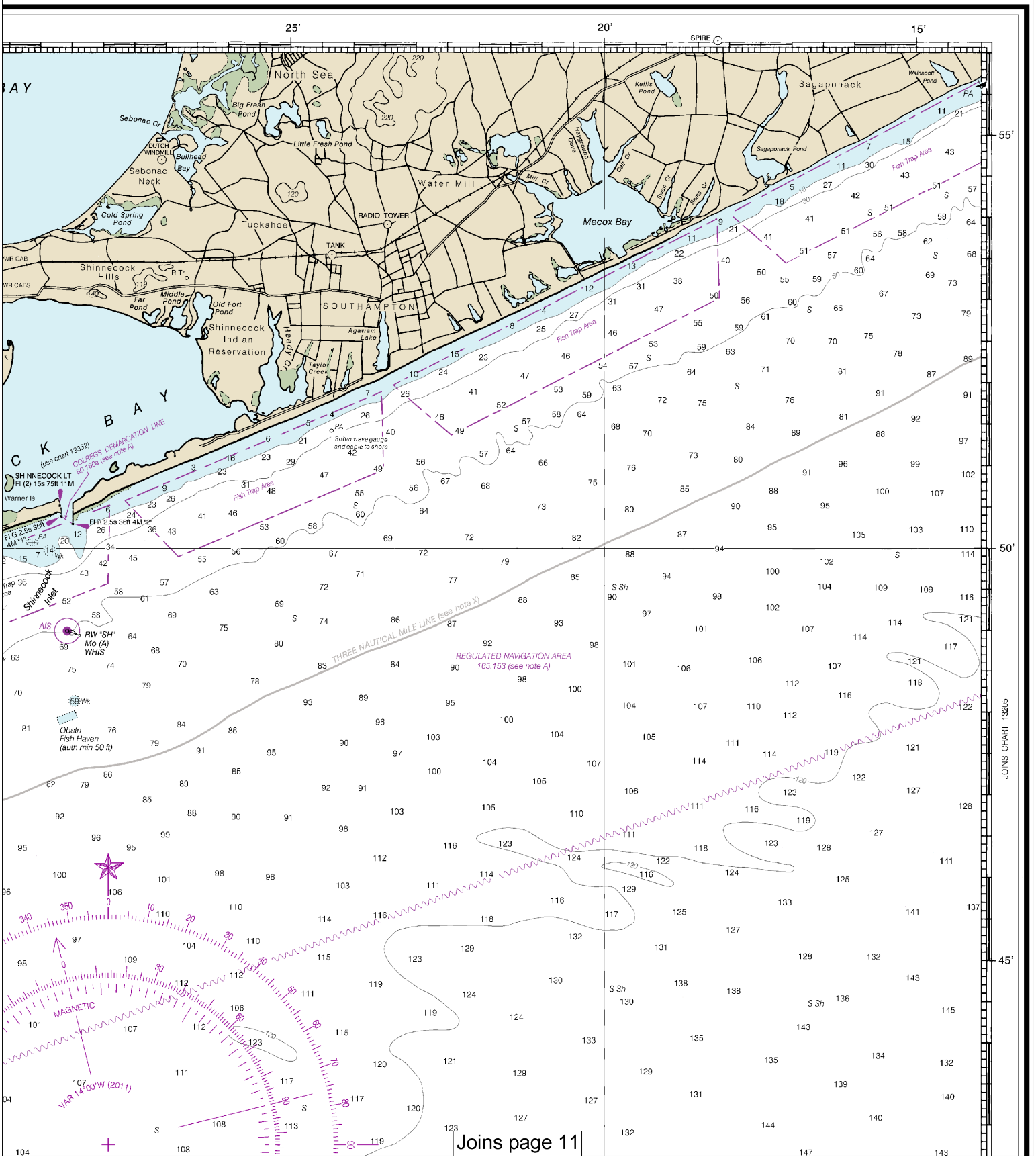


Note: Chart grid lines are aligned with true north.

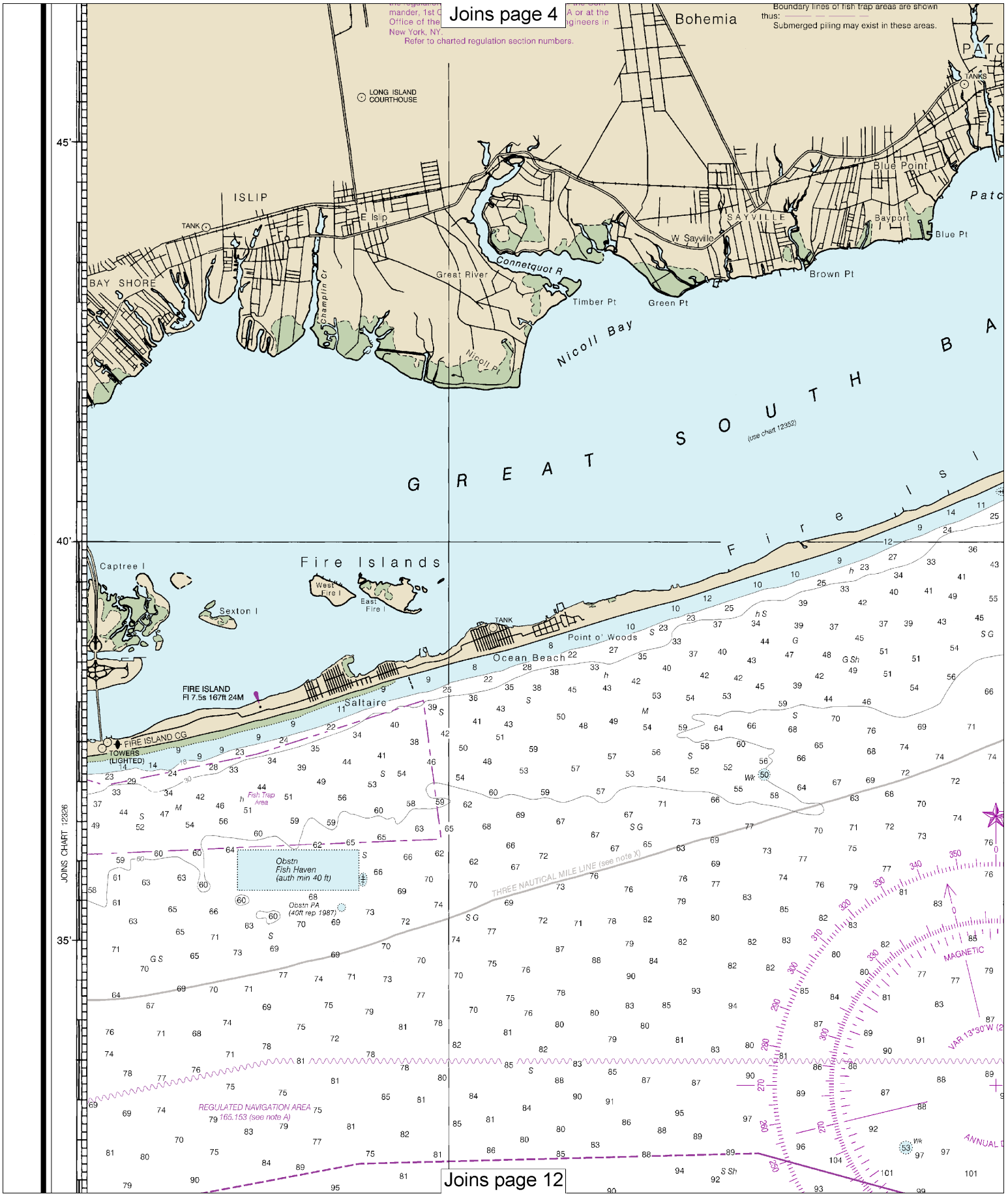
Printed at reduced scale. ~~SCALE 1:80,000~~



See Note on page 5.



Last Correction: 2/25/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



8

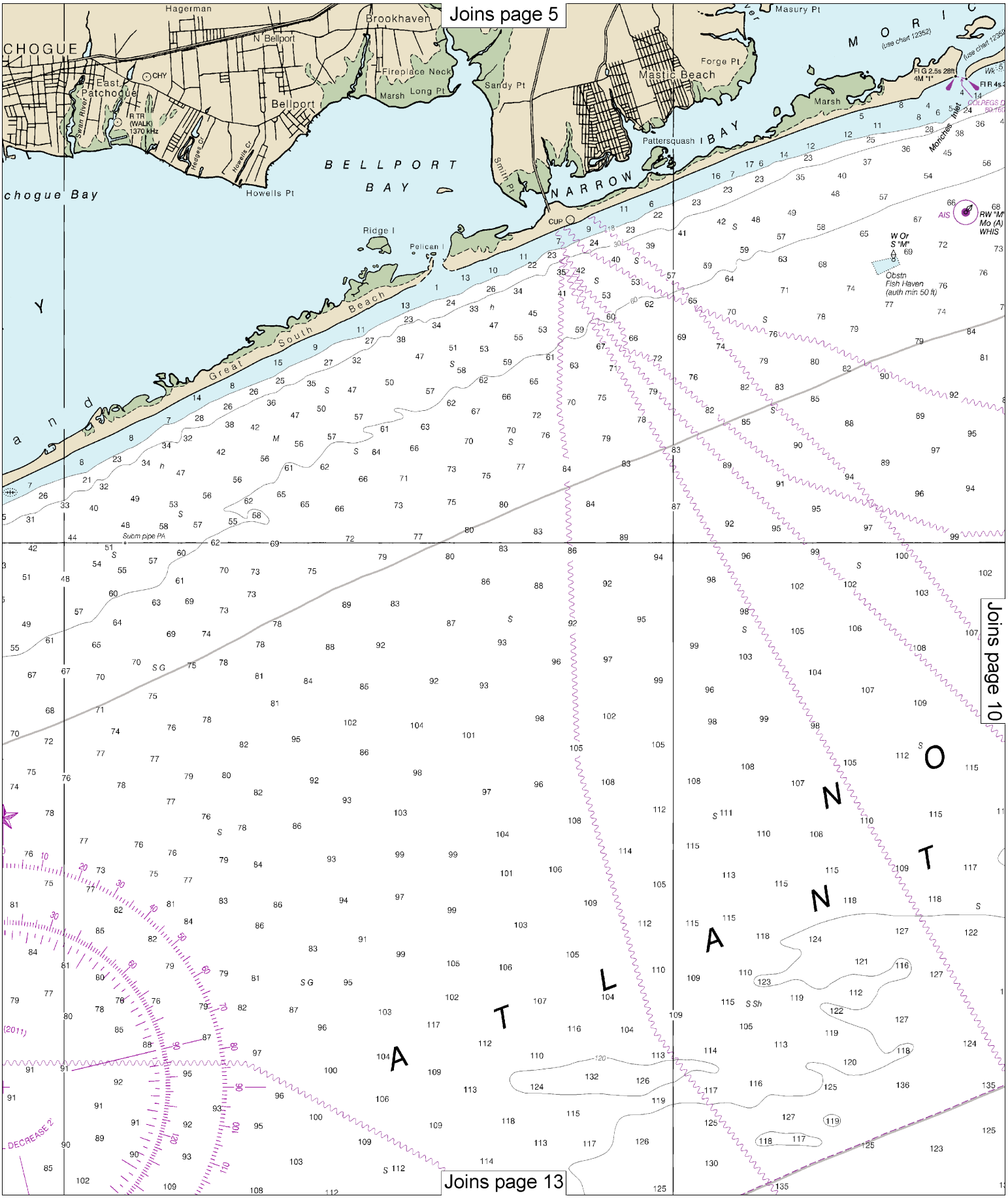
Note: Chart grid lines are aligned with true north.

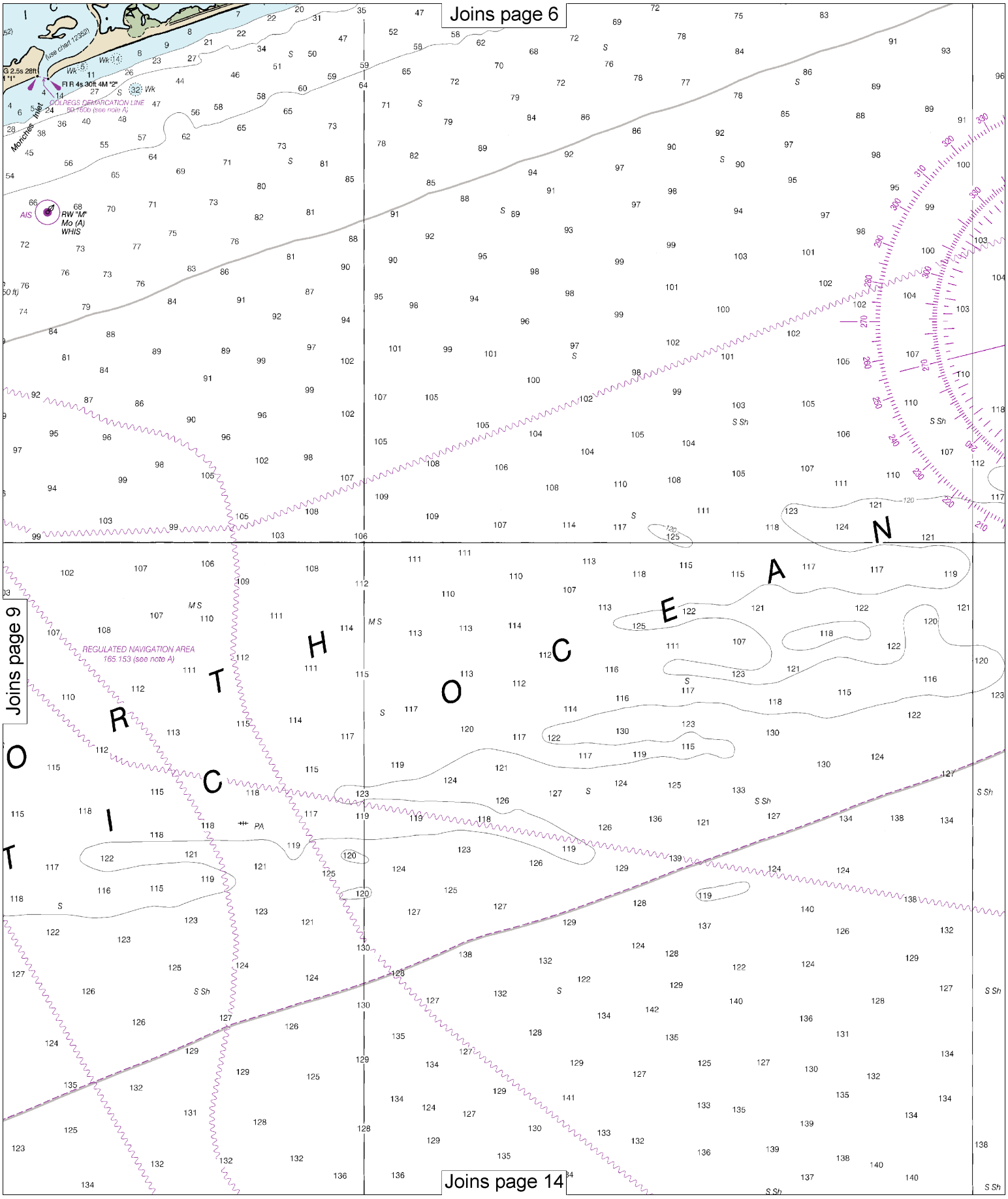
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
Hagerman
Brookhaven
N Bellport
CHOGUE
East Patchogue
CHY
Fireplace Neck
Long Pt
Marsh
Sandy Pt
Masury Pt
Forge Pt
Mastic Beach
Bellport
Swan River
R TR (WALK) 1370 kHz
Hedges Cr
Howells Cr
Howells Pt
BELLPORT BAY
Smith Pt
NARROW
Pattersquash
I BAY
Moriches Inlet
chogue Bay
Ridge I
Pelican I
CUP
Great South Beach
Subm pipe PA
W Or S "M"
Obstn
Fish Haven
(auth min 50 ft)
AIS
RW "M"
Mo (A)
WHIS
ATLANTIC OCEAN
Joins page 10
Joins page 13
DECREASE 2



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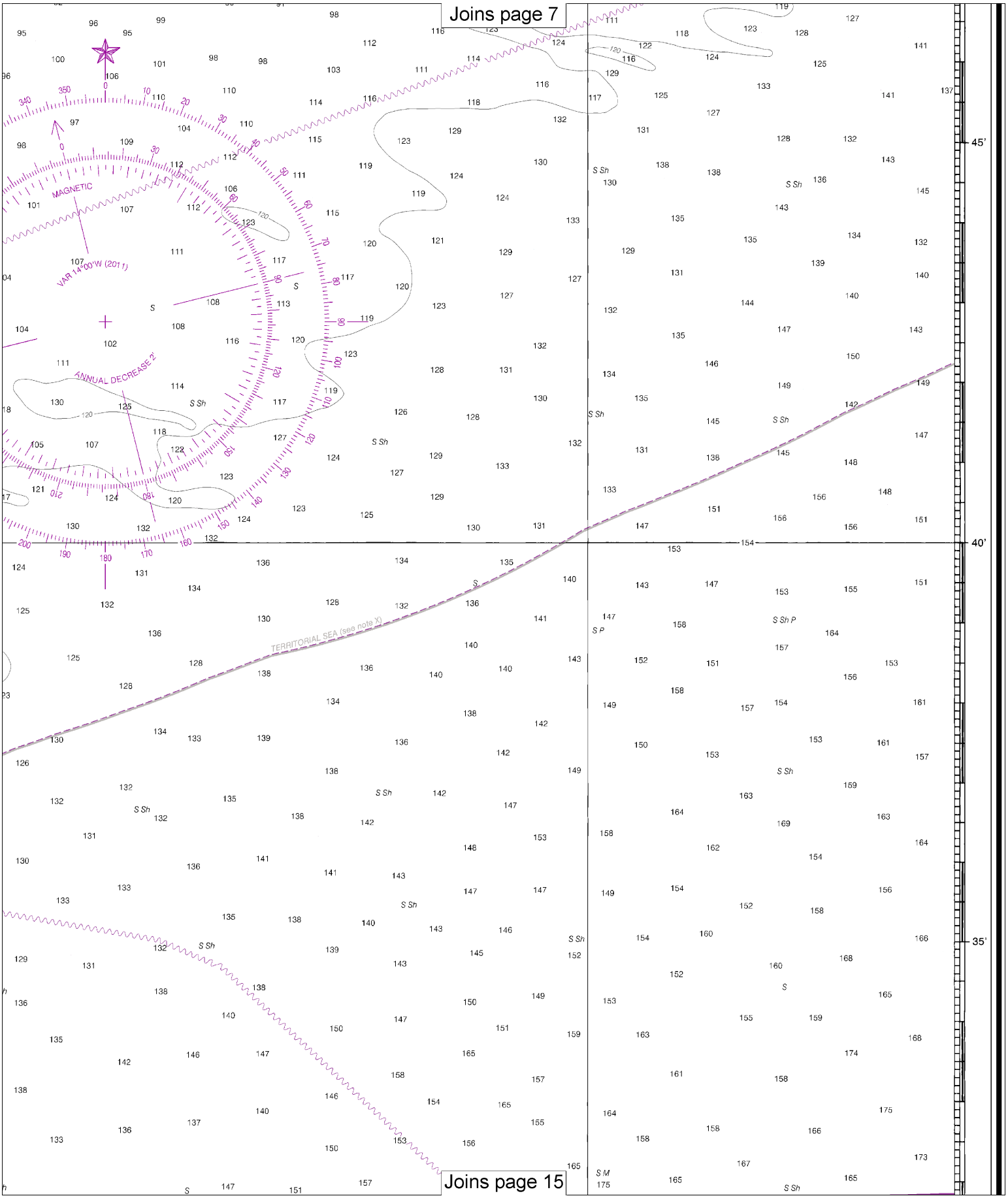
Nautical Miles

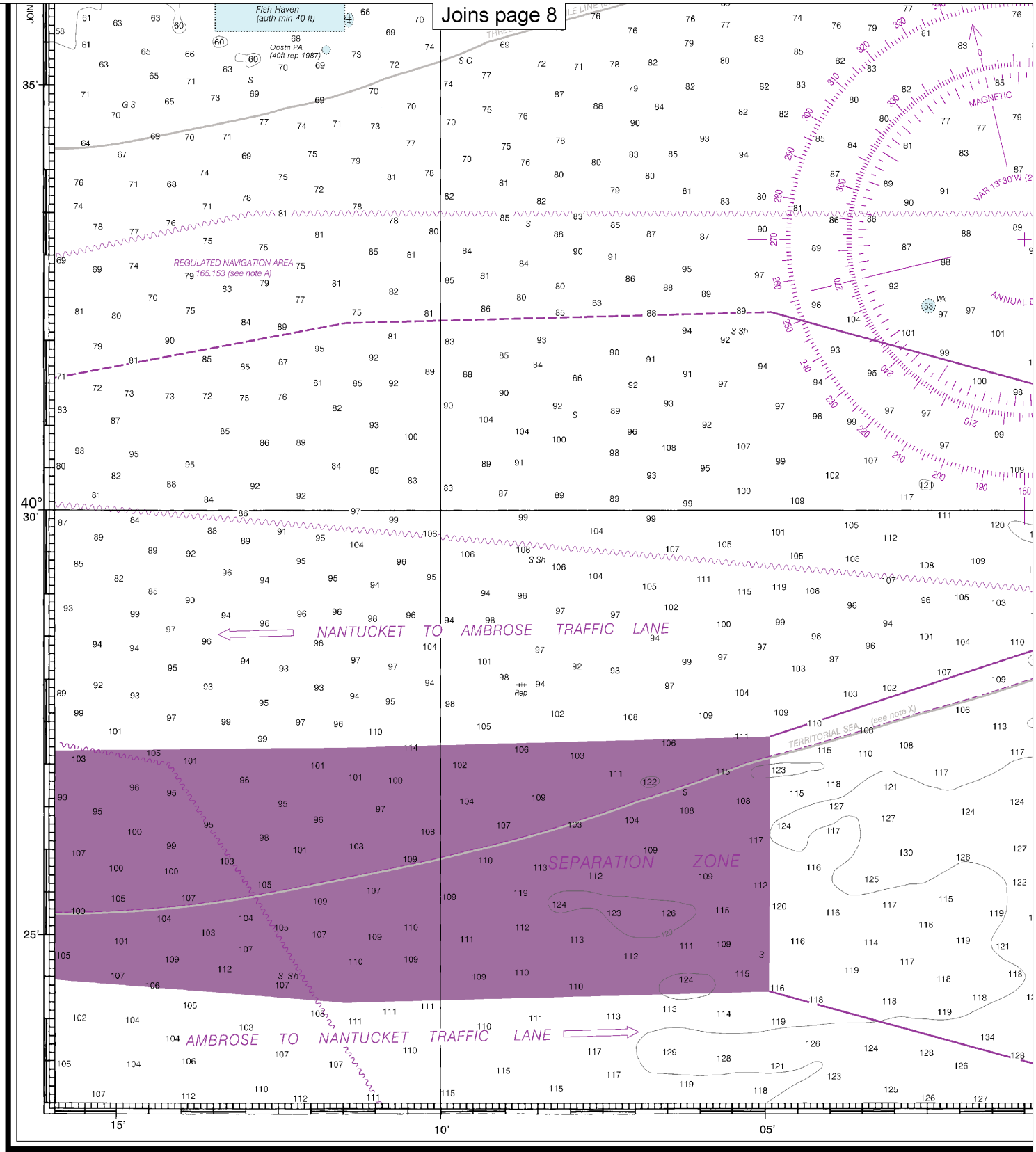
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
MAGNETIC
VAR 14°00'W (2011)
ANNUAL DECREASE 2'
TERRITORIAL SEA (see note X)
45'
40'
35'
Joins page 15



19th Ed., Nov. 2011

12353

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 2/25/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

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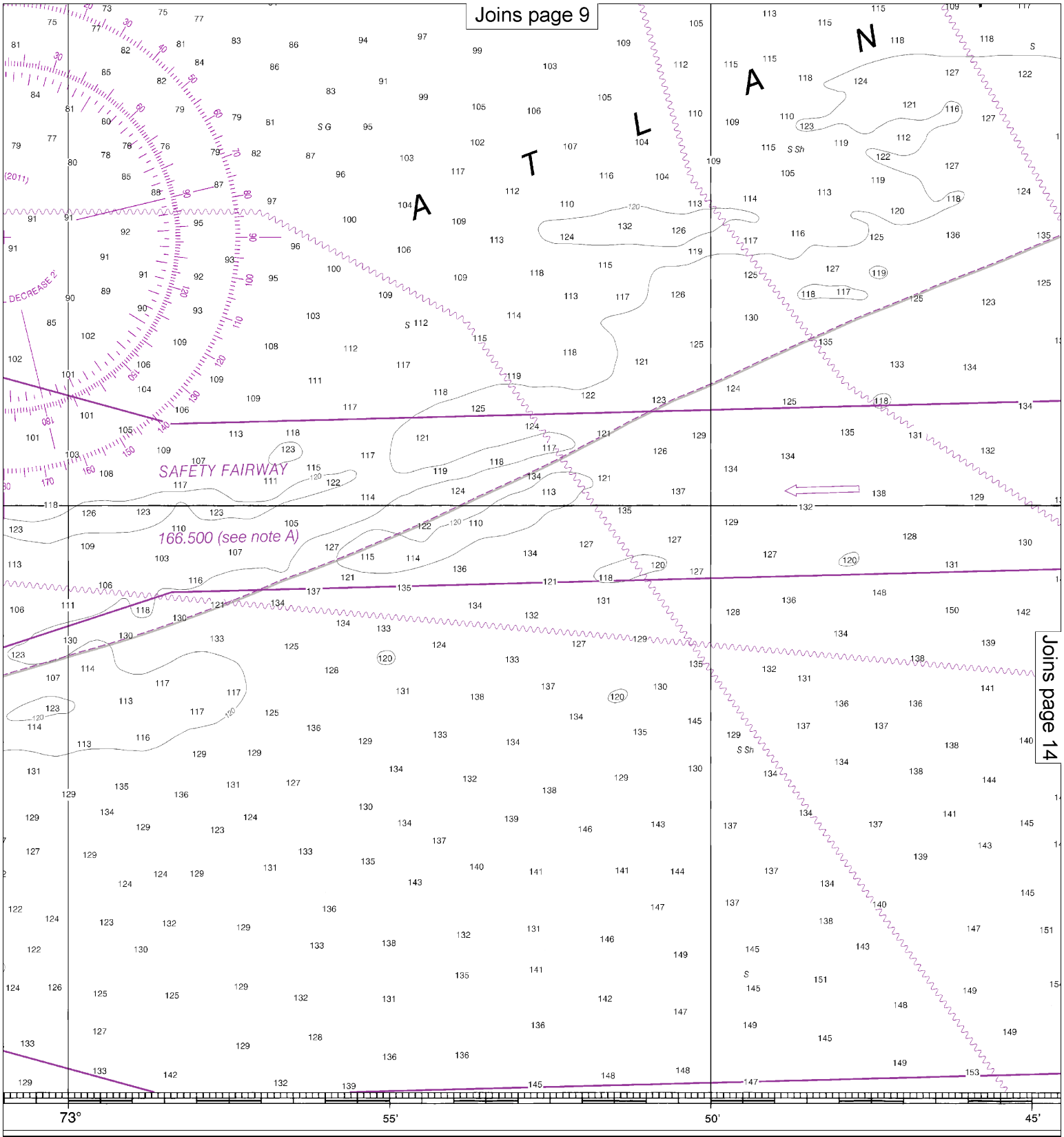
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



SCALE 1:80,000

Nautical Miles

1 ½ 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Published at Washing

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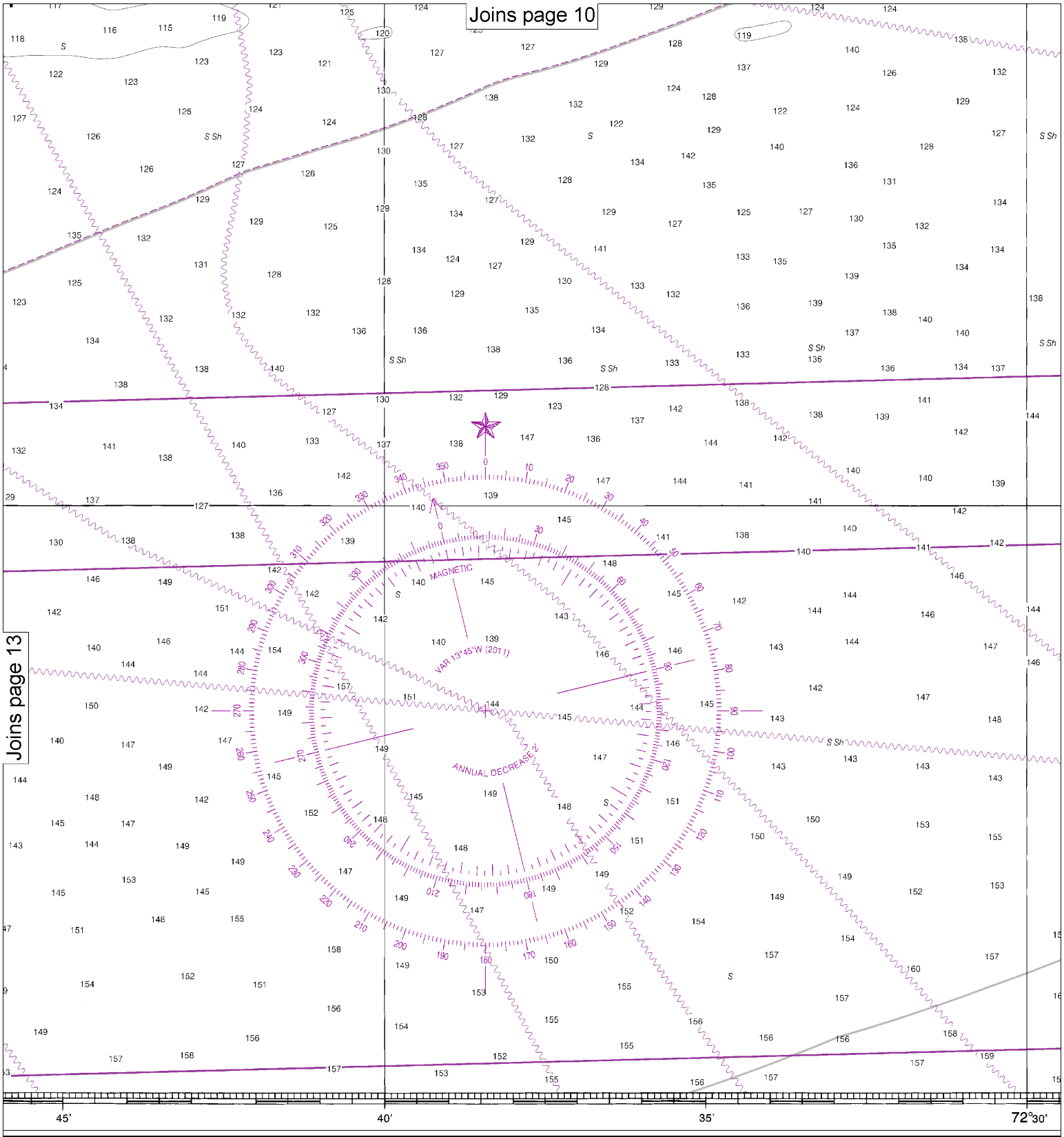
COAST SURVE



blished at Washington, D.C.
EPARTMENT OF COMMERCE
IIC AND ATMOSPHERIC ADMINISTRATION
ATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

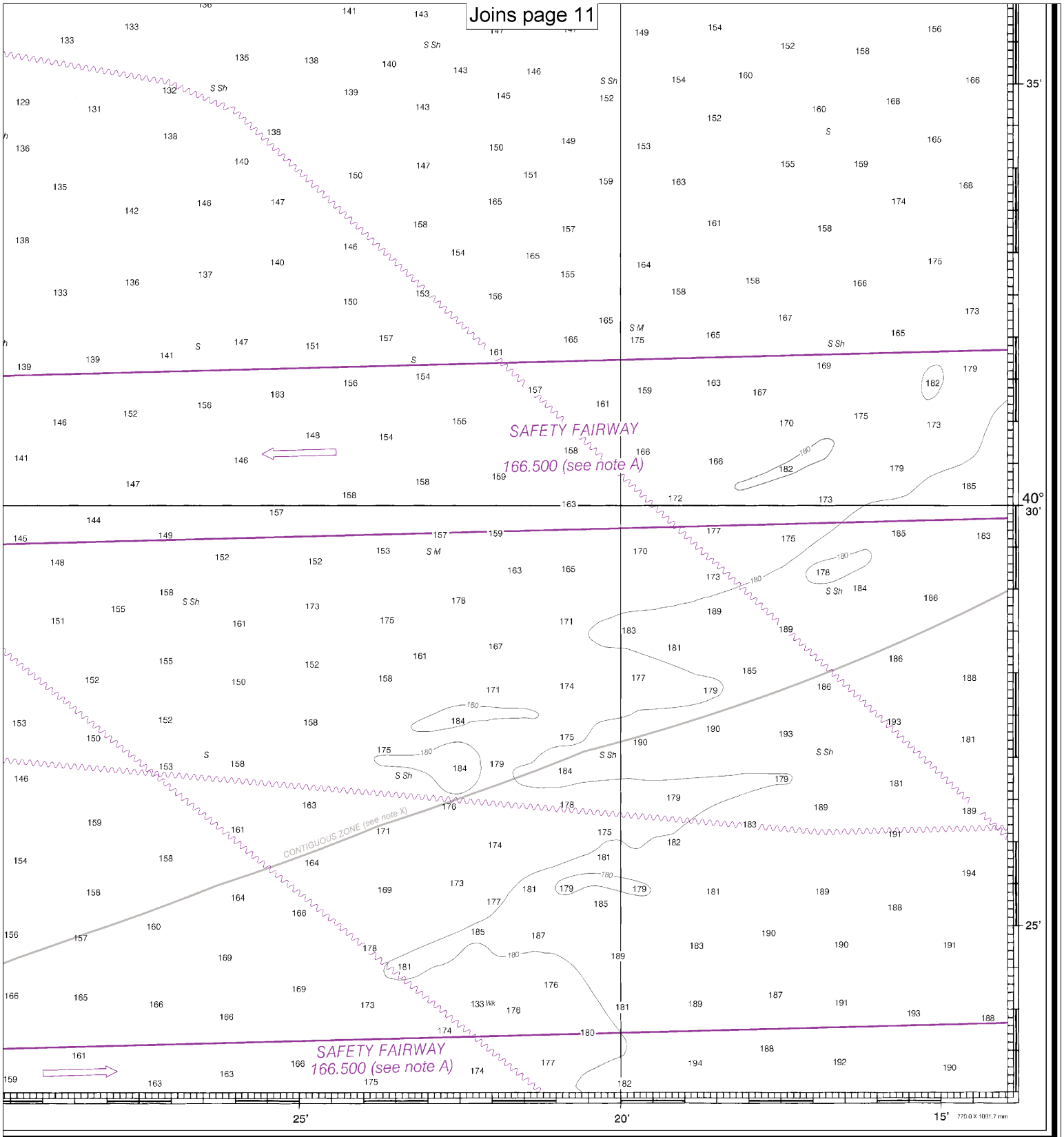
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Shinnecock Light to Fire Island Light

SOUNDINGS IN FEET - SCALE 1:80,000

12353

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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